

BUS & COACH BUYER

22 DECEMBER 1995

ISSUE 338

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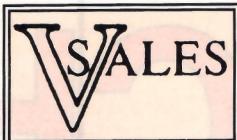
Stagecoach wins rail franchise

Ron Whittle elected CPT president

MPs call for bus regulator

British Bus order 533





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VOLVOS

1989 F VOLVO B10M VAN HOOL SH,	49 reclining seats, courier seat, centre sunken toilet, continental door, bunk, boiler, TV.....	£77,500
1988 VOLVO B10M PLAXTON PARAMOUNT 3200,	57 seater, radio/PA, POD, new engine, new test, new retrim, repainted white.....	£57,500
1988 F VOLVO B10M GLE JONCKHEERE P599,	310 BHP intercooled engine, 46 reclining seats, courier seat, rear sunken toilet. Telma, Sutruk air conditioning, d/glazed, fridge.....	£65,000
1987 VOLVO B10M PLAXTON PARAMOUNT 3500,	55 Vogel reclining seats, courier seat, demountable sunken toilet, curtains, radio/PA, mint condition.....	£57,500
1985 VOLVO B10M CAETANO ALGARVE,	low driver 50 retrimmed reclining seats, courier seat, rear sunken toilet/continental door, recent new engine.....	£39,500
1983 PP VOLVO B10M VAN HOOL ALIZEE H,	48 retrimmed reclining seats, courier seat, rear toilet, servery, continental door, bunk, Webasto.....	£35,000
1983 A VOLVO B10M PLAXTON PARAMOUNT 3500,	49 reclining seats, courier seat, auto transmission, Webasto, d/glazed, boiler, fridge, wired for TV, test Aug 96.....	£32,500
1983 VOLVO B10M JONCKHEERE JUBILEE 599,	50 reclining seats, courier seat, centre sunken toilet, d/glazed, new test.....	£37,500
1978 T VOLVO B58 SUPREME EXPRESS,	53 seats, power doors, new Test.....	£8,250

OTHERS

1992 SCANIA K113, PLAXTON PREMIERE 3.2,	53 reclining seats, courier seat, 7 speed gearbox, Telma, d/glazed, blinds, Webasto, POD, new test.....	£95,000
1989 F MERCEDES 0303,	53 reclining seats, courier seat, p/door, continental door, air con.....	£75,000
1989 F LEYLAND TIGER 260 DUPLE 320,	53 reclining seats, courier seat, d/glazed, Telma, POD, radio/PA, mint condition.....	£47,500
1986 TIGER TL11 245 DUPLE 320,	Manual, 53 reclining seats, d/glazed, Telma, POD, radio/PA.....	£26,500
1986 NEOPLAN CITYLINER,	49 reclining seats, centre sunken toilet, centre POD, repainted and repainted, new engine, new test.....	£42,500
1986 TIGER 260 DUPLE 340,	46 reclining seats, rear toilet and continental door..	£22,500

1986 PP NEOPLAN PLAXTON 4000,	71 seater, courier seat, Merc V10, ZF auto, servery, toilet, fridge, re-upholstered and repainted.....	£45,000
1986 PP BEDFORD YMP PLAXTON PARAMOUNT 3200,	35 reclining seats, 2 tables, radio/PA.....	£26,500
1985 LEYLAND TIGER 245 BERKHOFF ESPRITE,	49 recliners, courier seat, toilet, continental door, hydrcyclic gearbox.....	£24,000
1985 B BEDFORD YNT PLAXTON PARAMOUNT 3200,	53 seater, POD, radio, PA, clean.....	£19,500
1984 KASSBOHRER SETRA 226DT,	74 new retrimmed (Graffiti), courier seat, servery, fridge, boiler, toilet, radio/PA, exceptional.....	£57,500
1983 BOVA EUROPA,	53 seater, courier, curtains, Webasto, radio/PA, clean.....	£21,300
1983 MERCEDES 0303,	53 reclining seats, courier seat, p/door, continental door, air con.....	£32,500
1983 Y DAF MB200 PLAXTON PARAMOUNT 3200,	53 E type seats, courier seat, Telma, POD, radio/PA, exceptional.....	£25,500
1980 BEDFORD PLAXTON SUPREME IV,	53 seats, Cummins engine, tinted windows, curtains, POD, new test.....	£6,750
1980 PP FORD R1114 SUPREME IV,	53 seats.....	£3,900
1978 T BRISTOL LHS PLAXTON SUPREME,	35 retrimmed seats, Leyland 401, power assisted steering, Eberspacher, POD.....	£5,250

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1992 K MERCEDES 410,	15 seater new conversion, 3 point seat belts, exceptional condition	£15,500
1991 H TOYOTA OPTIMO II,	21 seater + courier, rear large boot, POD, radio/PA	£24,000
1990 G MERCEDES 814,	28 seats, power operated, jack knife door, boot.....	£27,000
1990 H MERCEDES 709 BEAVER,	25 bus seats, Telma, p/door, boot, exceptional, new test.....	£26,000
1989 F MERCEDES 709 D,	new conversion, 24 seater fitted with radio PA, tyres	£23,500
1986 TALBOT EXPRESS,	14 seater, high roof	£2,750
1985 TOYOTA OPTIMO,	20 seater	£7,250

MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR

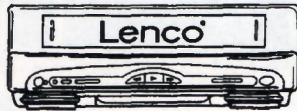
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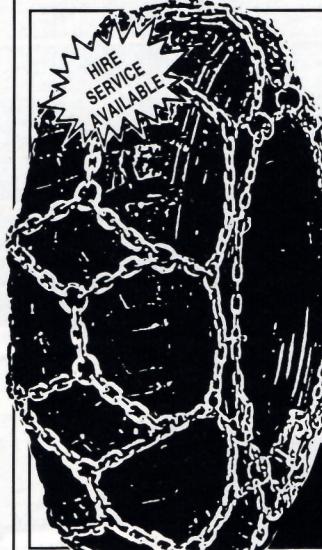


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News

Stagecoach wins first rail franchise — South West Trains

Stagecoach has been awarded the seven year franchise to operate South West Trains, the first part of the Government's rail privatisation scheme to enter the commercial sector. The SWT network runs from Waterloo Station in London and links 200 stations through the capital towards the south west, principally in Surrey, Hampshire and Dorset. The company operates 1022 vehicles and employs 4000 staff. In the year to 31 March 1995 it made a pre-tax loss of £0.3m after financial support on revenue of £245.3m. Completion of the transaction is under the agreement that SWT will have no assets or liabilities at the time of its acquisition.

Also under the terms of agreement between Stagecoach, the Office of Passenger Rail Franchising and British Railways Board, SWT is to be acquired for a nomi-

nal consideration but Stagecoach has to satisfy guarantees of up to £42m in support of SWT's obligations under the franchise agreement. These provide a bond of £21m, a capital subscription of £0.1m and a holding company guarantee of £20.9m. The franchise agreement allows Stagecoach to receive OPRAF support of £54.7m (1995/96 prices) in 1996/97 declining to £40.3m in the last year of the franchise, subject to movement of the retail price index, to support its obligations under the agreement. Completion is expected before 31 March 1996.

Stagecoach's immediate plans for improving services include the provision of dedicated bus feeder services, initially in the Romsey and Borden areas, plus the investment in improved station facilities and passenger information.

British Bus announce 533 vehicle order

British Bus has announced its new vehicle order programme for the period April 1996 to April 1997. It calls for a total of 533 new buses which will be spread throughout the group in order to replace Nationals, Atlanteans and VRs. The decision has also been taken that no more Nationals will be repowered.

The largest contingent within the order is a batch of 224 Dennis Dart SLF low floors of which 127 will have Plaxton Pointer bodies and 97 will have a new style of East Lancs body built using the Alusuisse system. Nineteen of the East Lancs examples will be 9.0m long and all the others will be 10.5m. They will be allocated to Kentish Bus, London Links, London & Country, The Shires, Maidstone & District, Midland Red North, North Western, Stevensons and Yorkshire Bus.

East Lancs will also supply Alusuisse bodies on 73 Scania L113s. Minibuses will include 45 Optare MetroRiders, all of which will be the 2.4m wide, 8.4m long model, and 126 Mercedes Benz 709Ds of which 55 will be Alexander Sprints the remaining 71 Plaxton Beavers. Double deckers account for a further 65 vehicles, all of which will be Volvo engined Volvo Olympians with Northern Counties Palatine 1 bodies. Of these 31 will be lowheight models destined for The Shires (10), Midland Fox (13), London & Country (5) and Yorkshire Bus (3). An additional order for a small number of coaches is also planned.

Most of the order, including all of the Dart SLFs will have Euro 2 engines. In line with the British Bus philosophy of strong local identities the exterior colour schemes will not be standardised but in order to facilitate easier transfer of vehicles between companies standardised interiors are being introduced. Holdsworth have designed a special moquette in a choice of either grey or fawn base colours for the company.

Commons Transport Committee calls for bus regulator

The Commons Transport Committee has issued a report, 'The Consequences of Deregulation', on the bus industry since deregulation which describes services in some areas as 'in chaos.' The CTC is made up of MPs from all parties and is calling for introduction of a bus regulator to end these situations, as the current methods operated by the Office of Fair Trading were 'unsatisfactory and needed to be changed.' It also cast doubts on the suitability of services being operated under a franchise scheme and rejects the ideas of VAT on bus fares or the capping of fuel duty rebate as having negative effects on the economy and increasing living costs.

The MPs believe a regulator could prevent the registration of predatory services and intervene to stop anti-competitive behaviour. He would have the power to revoke licences for repeating offenders, impose penalties against predators and award compensation to victims. In the event of no competition he could cap fares.

Stronger powers and

increased resources for existing regulatory bodies, Traffic Commissioners and the Vehicle Inspectorate, were also advocated. It was suggested that the VI carry out more roadside checks and that additional resources would assist the TCs in enforcement.

The Confederation of Passenger Transport UK were sceptical about the appointment of a regulator and said this would add unnecessary and wasteful layers of bureaucracy to the system, but they were in favour of increased powers for TCs and the VI and the rejection of franchising bus services as an alternative to deregulation.

Support for the recommendations came from the Association of Transport Co-ordinating Officers which felt that the proposals would go a long way towards solving the operational problems arising from unregulated competition. ATCO expressed disappointment at the rejection of bus service franchising as it believed this could transfer on-the-road competition to off-the-road competition.

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Front Cover:

EYMS is adding further Van Hool Alizee bodied Scania K113CRB coaches to its National Express operation. They are equipped to Rapide specification and feature ZF automatic transmissions with integral retarders.



News

Ron Whittle elected 1996 CPT president

Ron Whittle has been appointed president of the Confederation of Passenger Transport UK for 1996, succeeding Ted Hesketh, managing director of Ulsterbus. Ron, the senior partner in Kidderminster based Go Whittle, previously held the position of BCC president in 1981 and is the first person to be elected twice. He will be supported by Tony Depledge - Blackpool Transport, Moir Lockhead - FirstBus, and Dennis Noble - Weirs Tours, as vice presidents.

Ron has had an active career in the industry for over 30 years and was recently president of the International Road Transport Union - having already been president of

its passenger transport section. Other notable positions have been as president of the Kidderminster Chamber of Commerce and chairman of the West Midlands Passenger Vehicle Operators' Association.

Commenting on his appointment, Ron said: 'I am very honoured to serve my fellow transport operators in this capacity. The year ahead is a crucial one for the industry and presents us with many challenges and opportunities. It is up to us to convince the Government, once and for all, of the pivotal role that the industry plays in the field of tourism and the national economy in general.

Suspected arson at Hills of Hersham

A case of suspected arson at the premises of Hills of Hersham has left the company with a seriously depleted fleet. The blaze was spotted by Police in the early hours of Saturday 16 December and the fire crews arrived very quickly but not before five coaches were totally destroyed and two others seriously damaged. No one was hurt in the incident.

Danny Hill said, 'This is absolutely devastating. I just don't know how we are going to carry on and fulfill our contracts. Fortunately we have had some offers of help, notably from Tellings Golden Miller and Repton Coaches, who have been able to take some of the pressure off. One thing I found very disturbing

was watching how quickly a coach can become totally engulfed in flames. It has changed my opinion on seat belts. If there had been people on board wearing them they would never have got out. It was a frightening thing to see.'

Hills operate a fleet of 19 vehicles, the majority of which are minibuses. The vehicles damaged or destroyed were all full sized coaches and just one, a Volvo B10M remains operational.

Television viewers may well have noticed an Optimo from Hills' fleet appearing in the Yellow Pages advertisement in which Natalie finally gets the stockings she was promised in the war.

Mainline shareholding to transfer to FirstBus

An Extraordinary General Meeting held by Sheffield's major bus operator, Mainline, has approved and agreed the transfer of the 20% shareholding owned by Stagecoach to FirstBus. The move now awaits the sanction of

the Department of Trade & Industry which ordered the divestment of the shareholding earlier this year. No-one from Stagecoach or FirstBus was available to comment on the situation at the time of going to press.

Mike Martin leaves Dennis

Mike Martin, coach sales manager for Dennis Specialist Vehicles since 1990, is to take up the position of operations director for Cheshire Bus & Coach, the expanding vehicle leasing specialists. Prior to joining Dennis, Mike had become involved in coach sales with Yeates, as area manager for London and the south west and later joined Duple as project manager for the integral 425. Before this he ran his own coach company in South Wales.

Mike commented, 'A growing number of operators see leasing as the ideal way of funding vehicle acquisition and I am delighted to be joining a company which in just three years has already made its mark in the supply of vehicles to operators in various parts of the country. My aim is to broaden Cheshire Bus & Coach's customer base and to increase both the number and range of vehicles available on long and short term lease.'

Cheshire Bus & Coach was founded by Simon Fawcett, proprietor of Star Line Coaches until it was sold to British Bus last year.

Scania orders

The first of a batch of ten Scania L113 Axcess Ultralows with Wright bodywork have been delivered to Kentish Bus. Destined for services linking Gravesend and Dartford, the new buses have been partly funded by Kent County Council and the District Councils are improving the layout of pavements at bus stops on the route. Kentish Bus is also providing special disability awareness training for its drivers.

Scania's largest ever order for Taiwan has also been announced. This comprises 50 K113 buses for the Formosa Fairway Corporation featuring locally built bodies. An order from Trans Island Bus Services of Singapore calls for a batch of 15 lowfloor buses which have been specifically designed to meet tough conditions in south east Asia.



One of the Scania Axcess Ultralow buses for Kentish Bus.



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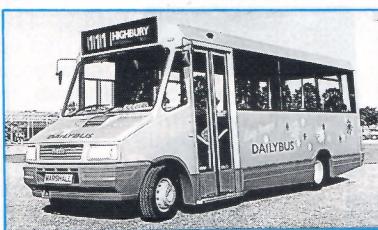
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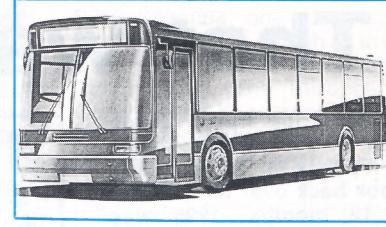
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1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white. M.O.T. OCTOBER 1996

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange. M.O.T. SEPTEMBER 1996

1991 (AUGUST) LEYLAND SWIFT REEVE BURGESS HARRIER

37 seats, brown/orange moquette, power entrance door, finished white/beige/rose. M.O.T. JULY 1996

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M

51/53 recliners, re-trimmed brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, finished cream/brown. M.O.T. NOVEMBER 1996

1990 TOYOTA CAETANO OPTIMO

21 seats, brown/fawn moquette, courier seat, curtains, power entrance door, finished white/orange/brown. M.O.T. APRIL 1996

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red. M.O.T. MARCH 1996

NEW for '96

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VOLVO B9M VAN HOOL ALIZEE

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BOVA FUTURA FLD 12.270

BOVA FUTURA FLC 12.275

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1989 (August) LEYLAND TIGER 260 DUPLE 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white. M.O.T. SEPTEMBER 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, brown/orange moquette, courier seat, tinted side windows, curtains, drinks machine, power entrance door, finished white/blue. M.O.T. FEBRUARY 1996

1988 VOLVO B10M VAN HOOL ALIZEE-SH 12M

49 recliners, orange/brown/red moquette, o/s rear toilet, continental door, servrey, drinks machine, fridge, double glazed tinted side windows, driver's berth, power entrance door, finished duo blue. M.O.T. NOVEMBER 1996

We will be open for business during the holiday period.

Wednesday 27th to

Friday 29th December.

1988 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

51 recliners, beige/orange moquette, tinted side windows, curtains, drinks machine, o/s rear sunken toilet, continental door, power entrance door, finished cream/red. M.O.T. JANUARY 1997

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey. M.O.T. NOVEMBER 1996

1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, re-trimmed in grey/red moquette, courier seat, tinted side windows, curtains, drinks machine, TELMA retarder, power operated door, finished white. M.O.T. MARCH 1996

1985 DAF DKVL DUPLE CARIBBEAN II 12M

49 recliners, grey/red moquette, rear sunken toilet, continental door, driver's sleeping berth, double glazed side windows, curtains, courier seat, drinks machine, wired TV/video, finished grey/red/orange/yellow. M.O.T. JUNE 1996

1983 (September) BOVA EUROPA II INTEGRAL 12M

49 seats, brown striped moquette, courier seat, centre sunken toilet, continental door, tinted side windows, power entrance door, wired TV/video, finished white/red/blue. M.O.T. APRIL 1996

1983 BOVA EUROPA II INTEGRAL 12M

49/53 seats, brown moquette, centre demountable toilet, tinted side windows, curtains, courier seat, water boiler, Webasto, wired TV/video, power entrance door, TELMA retarder, finished white/blue. M.O.T. NOVEMBER 1996

Review of 1995

1995

That was the year that was

This is the last Bus & Coach Buyer of 1995 which means that it's time for our traditional look back over the preceding 12 months. 1995 was always going to be a significant year because it marked the centenary of bus operation itself, and how buses have changed since that 5hp Benz, essentially a stagecoach without horses, took to the road. The topics dominating discussion were safety, accessibility, environmental friendliness, the influence of Europe as the Channel Tunnel finally opened for coaches, the inexorable growth of the big groups - be they operators or manufacturers, and changes to the deregulated market including the possibility of some form of re-regulation. Optimism has been reflected in higher registrations though it had to be said that this growth is from a very low base and the average age of vehicles in service continues to rise.

OPERATORS

Among operators the biggest groups continued to grow by acquisition and merger. Stagecoach, the



The expansion of the Stagecoach Group continued, bringing with it the unwelcome attentions of the Monopolies and Mergers Commission.

biggest, acquired A1 of Ardrossan, Chesterfield Transport, the CHL Group (which included Cambus, Viscount and Milton Keynes Citybus), and its first interests in Portugal. It also placed an order for 1050 buses including articulated coaches, sold Stagecoach Manchester to EYMS and reluctantly divested its 20% stake in Mainline to FirstBus.

British Bus bought Calderdale, the Yellow Bus operations of Motts Travel, the bus operations of Buffalo, Starline and Maidstone & District, but

its plans to go for a stock market listing did not come to fruition. The Luton & District operation changed its name to The Shires. The Go Ahead Group bought OK Motor Services and Armstrongs of Ebchester, MTL closed MTL Engineering and bought R&I and Gemsam, EYMS bought Hart's Coaches, and Yorkshire Traction consolidated in South Yorkshire with the purchase of Sheffield Omnibus, Yorkshire Terrier and Globe's bus operations.

Badgerline and GRT Holdings merged in April to

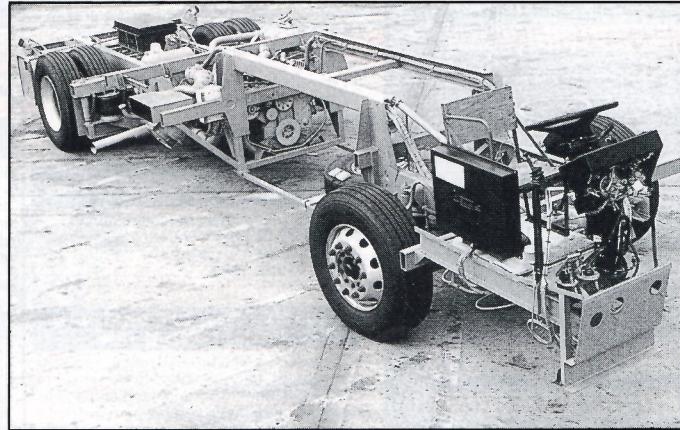
become FirstBus, later acquiring People's Provincial and reorganising the Rider Group in Yorkshire. Its Brewster's subsidiary acquired the City of Cardiff Coaches fleet while western National bought Lidgey's and Brookside Travel.

The major groups found that acquisitions were becoming increasingly difficult to accomplish because most attracted the attentions of the Monopolies and Mergers Commission. In May Stagecoach was ordered to divest of its 20% stake in SBH Holdings (Strathclyde Buses) but it was still fighting this as we went to press and complaining bitterly about facing the same commission chairman in five successive references. The Government's handling of the consolidation issue is hardly a model of consistency.

South London, the last of the former London Buses subsidiaries, was sold to the Cowie Group where it joined Grey Green and Leaside Buses, while Westlink was sold by WMT to London United, WMT having merged with National Express in April.



Three axle coaches became more popular in 1995 with the Scania K113TRB Irizar Century selling well.



1995 marked the Dennis Centenary. Among a bevy of new models was this high floor Javelin.

Review of 1995

WMT subsequently ordered 150 new Wright Volvos, and a succession of senior personnel departed including Don Colston, Brian Kerslake and Joe Duffy while November saw National Express chairman Ray McEnhill announce his intention to stand down.

There were changes of ownership for coaching concerns with Armchair the subject of an MBO, Brents sold to Metroline, Capital Coaches acquiring AMR, and Ashford Luxury buying Windsorian. Shearings ordered 35 Volvos for 1996 and shortly afterwards announced the sale of its maintenance facilities to Volvo which is to take on responsibility for maintaining the entire coaching fleet.

The announcement of a third lane ban for coaches with effect from 1 January 1996 showed the Government's knee-jerk reactions at their worst, condemning coaches to be trapped among lorries limited to 56mph, a morally indefensible act which will do nothing for coach safety. This was one of the items of legislation which led a small group of operators and manufacturers to form The Coach Association, though its narrow constituency must weaken its message. Most operators buying new specified seat belts but considerable confusion remains over the issue, especially with regard to retrofitting and installation in minibuses.

MANUFACTURERS AND PRODUCTS

1995 was not only the centenary of the bus itself, it was the centenary for the UK's last remaining major bus and coach chassis manufacturer, now known as Dennis Specialist Vehicles. The company celebrated with a Ride & Drive Day, a book and a wide



The Yellow Bus operations of Mott's Travel were acquired by British Bus subsidiary, The Shires, formerly known as Luton & District.

variety of new products including high floor and three axle versions of the Javelin, a CNG powered Dart and perhaps most significantly, the low floor Dart SLF which has already gained more than 100 orders. Dennis was not the only manufacturer to have reached this most significant milestone, 1995 also saw the centenary of the Hungarian manufacturer, Ikarus.

Walter Alexander, the UK's biggest bus bodywork builder was acquired by the Mayflower group and former managing director Ian Gallaway, who had done much through his chairmanship of



BAA took delivery of Dennis Lance SLF Berkhoef.



One of the most attractive new coach designs announced was the Jonckheere Mistral 50.

been around quite a while on the bus front but showed its determination to become a force in coach sales with the appointment of the AW Group as UK distributors. The Spanish built EuroRider with Beulas body is already picking up sales and other manufacturers are expected to body the design in the coming year. Though it was announced last year, Setra delivered the first S250 Specials, one of which won the 1995 UK Coach of the Year title at the Brighton Coach Rally. The European Coach of the Year trophy was won by the Volvo Drogmoller B12.600 which is unfortunately not available in the UK. At the other extreme of the market interest in lower cost coaches appeared to be developing with Caetano's launch of the Porto and UVG (formerly W.S. Coach-builders)'s introduction of the Unistar. Coachbuilt minibus options increased with the launch of Autobus Classique's Nouvelle and the Cacciamali Ibis. New names on show at the NEC included Spartan and Tata.

I mentioned in the opening paragraph the growth in the popularity of low floor designs and 1995 was certainly the watershed year in which low floor became affordable for commercial operations. Working with Wrights, Volvo launched the B6LE Crusader, initially as a 10.6 metre midi, and the same body manufacturer collaborated with Scania to develop the L113 Axcess Ultralow. Wrights has plans in place which will considerably increase its capacity for 1996. After unveiling its Prisma body on the Mercedes 0405, Optare was even more adventurous with the launch of its new Excel low floor integral design, and also sold



TBP launched the Freeway II, a new concept in low floor minibuses.

Review of 1995

the 2000th Metrorider. A surprise at Coach & Bus '95 was Marshall's new Mini, another interesting low floor alternative. Dennis is already finding interest in the Dart SLF is far greater than in the longer Lance SLF. Winner of the European Bus of the Year title was the Neoplan N4114DE which combines a low floor throughout with a diesel electric drive system.

Not only were low floor buses being ordered in growing numbers, we also experienced deliveries of guide arm equipped buses with the first operational stretches of guided busway opening in Ipswich and Leeds, while



The Volvo Drogmoller B12.600 was voted European Coach of the Year.



Volvo and Wright launched the B6LE Crusader, 11 of which were bought by Mainline.

Plaxton and Dennis completed a natural gas powered Dart Pointer for FirstBus with Southampton Citybus scheduled to take ten shortly. The Budget reduced the tax burden on alternative fuels including LPG and CNG but considerable doubt remains as to whether this will result in a significant impact on operator's bus buying policies. The publication of a new edition of the NFBU's Clean & Green Bus Guide showed that operators are increasingly concerned about the all

round quality of the vehicles they provide for customers.

We had expected to know the final contents of the European bus directive which seeks to harmonise buses throughout the EC, but this has been delayed. In the meantime the Disability Discrimination Bill, Euro 2 and DiPTAC 1997 are all exerting an influence on bus design.

PEOPLE

This was not one of those rare years in which we finished up with the same Secretary of State for Transport that we started with, Sir George Young taking over from Brian Mawhinney who became Conservative party chairman. At the CPT, Ted Hesketh had a hectic year as president which also saw him promoted to head both Northern Ireland's bus and rail operations as they are re-integrated. Ted has been succeeded by Ron Whittle who is well able to argue the coach operator's corner at a time when safety issues and the burden of Euro legislation are important items on the agenda.

Among those whose considerable efforts were recognised were Trevor Smallwood, chairman of Firstbus and former CPT/BCC chairman who received the OBE,



Henlys acquired Northern Counties who built this Palatine II on a DAF DB250 chassis.

Ian Galloway who was similarly decorated and Caroline Cahm, chairman of the NFBU who was awarded the CBE.

Among those who made their mark on the industry who died during the year were Hugh Delaine Smith who had been awarded the



A new minicoach design was the Nouvelle from Autobus Classique.

CBE in the new year's honours list, John Jeffs, Ernie Waterman, Eric Plaxton, and Trevor Carnell.

We at Bus & Coach Buyer have had to say a few farewells. One of the original team who started the title, Lone Kirkwood, left us in the Spring when her husband's job went south, and Amanda Smith also moved on. Newcomers to the team include advertising manager Jerry Thurston and on classified telephone sales, Joanne Brown. Recognising his important role within the editorial team, Martin Cole became technical editor.

THANK YOU

So much happened in 1995 that mentioning everything would be impossible. In compiling this issue I have looked back over the 51 editions and apart from wondering how we managed to find the time to cover all that we did, I was reminded that it has been another enjoyable year in which it has been a great privilege to work with you all. We have lots of ideas for interesting articles to bring you in the future, we won't be charging operators to receive it and we'll be continuing to deliver the most comprehensive selection of vehicles for sale that there is. Thank you on behalf of everyone at Bus & Coach Buyer for your continuing support, we hope you have a happy Christmas and a healthy and prosperous 1996.

**By
Stuart
Jones.**

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Operator Focus

Mike de Courcey Travel

Mike de Courcey, the proprietor of Mike de Courcey Travel, harbours an ultimate ambition to operate a fleet of 50 vehicles. Over the past 25 years from starting with just one bus and one coach he now operates 38 and believes that he will eventually realise his aim. The current fleet encompasses 13 buses, two dual purpose coaches and 23 touring coaches with a balance of work split 80% on private hire and 20% under contract.

Maintaining a competitive business has not been an easy road for the company as it has always faced stiff competition in acquiring its bus operations and, until recently, a plethora of local coach operators ensured private hire rates had to be lean and keen. The economic climate has seen many of the smaller coach concerns disappear over the last few years and Mike believes that 18 such companies have ceased trading or sold their interests since the beginning of the recession. Of those that sold out, a number went to companies that have had little or no interest in maintaining a coach operation and there



A pair of Iveco TurboCity single deckers were acquired for operating contracted city services.

now appears to be greater potential in the area to make adequate profits.

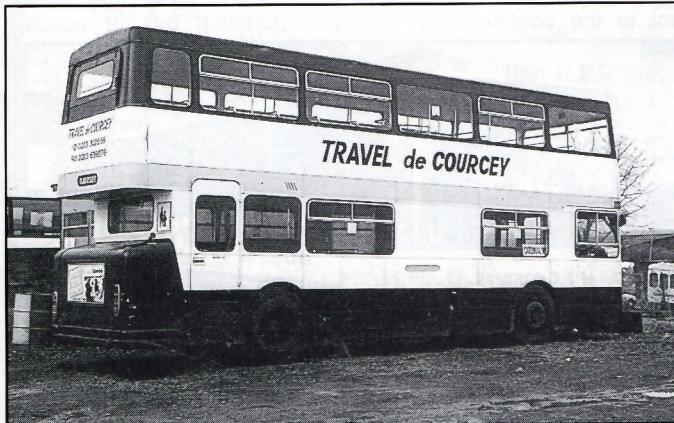
Mike commented, 'There are not so many of us now and in some ways that has proved better but it is still competitive out there. Our challenge has been to survive in the face of adversity, and that is what we have done. We've achieved it by keeping things simple, not by sticking our necks out too far and tackling aspects of the industry that we didn't fully understand. Our buses operate largely on tendered work

and the coaches stick to private hires and excursions. We don't put on tour programmes because I think they can only be properly marketed through travel shops. We have never had such a facility and it is one that is catered for very well in Coventry by the likes of Harry Shaw, who are specialists at that sort of work.'

Mike's interest in coaches sprang from his opportunity to become a part time driver in the late 1960s. This kindled a strong desire to become an operator and in 1970 he got

the chance to buy into a partnership. The association proved to have been a mistake and lasted just two years before Mike ended up starting on his own with a double decker bus and a coach based in Tile Hill. A couple of small tenders went with the bus and a contract with the coach and this work was very soon expanded upon as the company's reputation grew.

Steady and sustained growth saw the fleet grow to eight vehicles and there was need for more but the Tile Hill premises severely restricted much needed expansion. By 1979 Mike could remain there no longer and acquired a two acre site adjacent to Coventry Airport on the outskirts of the city, moving the operation there in April 1980. This gave the company all the room it required and facilities were built to cater for a sizeable operation. The workshops include four bays, two with pits, one with hard standing for mobile column lifts and a fourth which is equipped with brake testing rollers for MoT preparation. Fuelling, steam cleaning and vehicle washing facilities were situated close



One of the double decker fleet used on contract or tendered services.



This Caetano bodied Volvo B10M is part of a batch bought from Ireland and fully refurbished.

Operator Focus

to the entrance and new offices built to cater for operational and administration duties.

Two acres provides a significant amount of spare space, even today, and so sections are sometimes used for other enterprises or let to outside businesses. A considerable amount of Arlington stock was once held there and currently half an acre is rented by a vehicle recovery specialist. At present Mike uses a further half acre to store caravans. Security fencing surrounds the site and surveillance cameras have been installed which monitor the premises continually. There are also security staff who patrol at night.

Business began to expand quite quickly, particularly through UK and continental excursions but when deregulation came Mike decided to run the buses entirely on tendered operations and latterly ran Coventry's park and ride system for three years. This was lost to Stagecoach earlier this year but Mike managed to obtain a network of routes for Warwickshire County Council which required nine buses and so the loss was cushioned a little. The new contract called for the introduction of two new buses and it was decided to opt for the new Iveco TurboCity. Mike has been quite impressed by their fuel economy and they are popular with his drivers.

These new Ivecos represent a major departure from the company's traditional policy which is largely based on Leyland and Volvo products. The majority of the double deckers in the fleet are Leyland Atlanteans, there are some single deck Leopards and the coaches are a mixture of Tigers and Volvo B10Ms up to the Mark II ver-



Mike de Courcey (left) pictured with members of his staff that had just been awarded NVQ certificates. Also present (far right) is Coventry's deputy Lord Mayor.

sion. The progression towards Volvo had been a logical step since its acquisition of Leyland. The close location of Coventry to the Volvo headquarters means that any urgent spares requirement can be quickly catered for.

In fact, the location of the company is, Mike believes, as near ideal as possible. It is remote enough from the city not to cause problems with local residents but it has a great network of motorways running very close. It takes just a few minutes to gain access to the M69, M40, M45 and M42. This makes it very easy to move around and to despatch vehicles efficiently.

The close proximity to the airport also sparked a new idea for travel services and Mike began operating an air service to Ireland. He chartered an aircraft which flew every Saturday from Luton to Knock, Knock to Coventry, Coventry to Knock and Knock to Luton. Demand for the service was such that additional flights were made available

at peak times which included Christmas, Easter and Whitsun. Its success also attracted the attention of other air service operators and eventually stiff competition from Ryan Air forced Mike to abandon the idea after two years. Operating the service had been great fun and a real challenge, one which Mike would be happy to exploit again should the opportunity arise.

Services to Ireland were not entirely new to De Courcey Travel as a regular express coach service had been providing a link for years. Mike began by offering a service linking London with Mayo back in the 1970s and this was later revised to run from the Midlands to Cork via Pembroke in the early 1980s. Although the company still have vehicles regularly transporting passengers bound for Ireland they are now operated just at peak holiday periods for Slattery's and run from London to Holyhead.

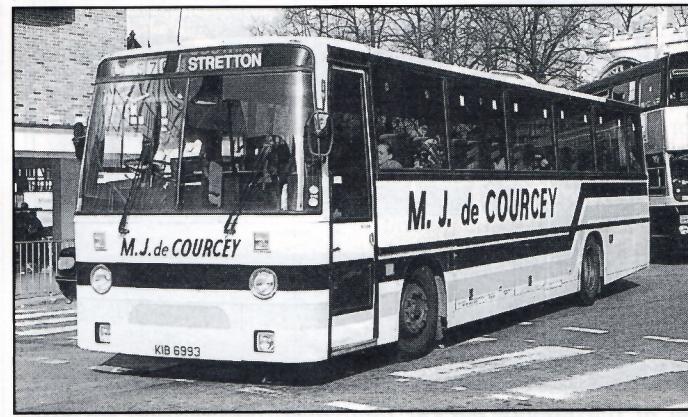
Mike recalls his first ever jaunt to the continent as 'a

very memorable trip' from which he learned a lot about operating abroad in a short space of time. The trip took in France, Switzerland and Italy, lasting 12 days. He said, 'I did an awful lot of homework before we went and quizzed other people as much as possible so that I could smooth the passage. Getting used to different regulations and languages is not an easy step and we struggled at times but ended up coming home safely. It isn't something that we would allow an inexperienced driver to do now. They go on a few trips now with experienced staff before they are expected to cope on their own. Things are a bit different now anyway, you can't do the hours that we once used to and so taking a relief driver to learn the ropes is practical sense.' Driver training is an aspect of the business which has also turned commercial since the re-opening of the Driver Training Unit in 1993. Two of the staff are qualified to BCT instructor requirements and are engaged in in-house as well as commercial training. During B&C's visit to Mike de Courcey Travel, a presentation of NVQ level II certificates was made at a Coventry hotel. Debbie Minor, Adrian Catesby and Paul Ridley were awarded their qualifications by Coventry's deputy Lord Mayor at a ceremony also attended by BCT's business development manager, Mark Griffin. A further seven drivers from the company are in the process of taking the course and others will be joining the NVQ scheme in time.

Mike commented, 'We are obviously very pleased to have had such success and the course is proving itself attractive to other operators and potential bus or coach



Before and after photographs of the Willowbrook Crusader which now has a custom built front with Plaxton windscreens.



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- 1990 G MB230 LB, Van Hool Alizee 'H'
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1989 F DAF SB2305 Van Hool Alizee 'DH', 53R

1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet

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1989 F DAF MB230LB Plaxton 3500, 53R

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Operator Focus

drivers. They are an important part of the business because they are the face of the company which is seen by the customer and so their attitudes and abilities are what the name and reputation stands on. Running a training operation does give some insight as to who is attempting to become a driver and we have noticed that those who will never really be compatible with the job can be weeded out very early. We inform them as early as possible and advise they look elsewhere for employment. The industry does not need dragging down any further than it has been and this system is giving us a golden opportunity to ensure quality standards rise.'

Mark Griffin quantified the achievement of the drivers by saying, 'Around 4000 candidates have now achieved NVQ level II and although this is only a small percentage of the total number of PCV drivers it is a significant achievement. The driver is a most important person for the company and its image and



The de Courcey fleet contains a wide variety of vehicles but all are based on Leyland or Volvo.

their achievement of high standards of professional care and ability can bring business benefits.'

One commercial venture that Mike is not keen to repeat concerned running an open top double decker. Having seen a growth in popularity for some elements of the industry with the introduction of sightseeing or historic tours, he believed that there may have been sufficient interest in Coventry. This did not turn out to be the case and it was difficult to generate any enthusiasm. He said, 'Coventry is not really seen as a centre for either heritage or architectural beauty. There are just not enough

visitors in the city, especially on a Sunday, and despite efforts to attract visitors we cannot compete with Warwick or Stratford. They are able to draw high numbers of tourists for most of the year. Coventry has its cathedral but not much else and so we could not make it pay.'

Coventry's football team is also experiencing a lean spell at present but De Courcey Travel fares better with providing coaches for its supporters. On the day of B&CB's visit the team met Wolverhampton Wanderers away in a cup match which saw some fourteen coaches drafted in for the event.

A great deal of additional coach work has come from recently won contracts to supply transport for the University of Warwick. This involves journeys to and from the campus with students, field trips and sporting events. Carrying the sports teams means a considerable number of trips on Wednesdays and is very useful mid-week work. The operation of a couple of coaches with wheelchair lifts has been an added attraction for the university as well as proving commercially viable in its own right. Mike feels that the lifts offer a degree of flexibility to meet all demands and as the coaches can be operated as ordinary 53 seaters when the lifts are not required, they don't lose him any business - only bring additional work in.

To cater for improvements and efficiencies within the organisation, Mike is having the office block extended and will upgrade the bookings and communications departments. Every bus or coach leaving the yard is equipped with either a two-way radio or a mobile telephone, a system which has operated successfully for some years and saved hours in lost time. Bookings are being placed on a more efficient footing by installing the Coach Manager

computerised package from Distinctive Systems. This should be operational in early 1996.

Although the company does not have policy for acquiring new vehicles on a regular basis, it does place a great emphasis on safety and maintenance. Three of the fleet are scheduled into the workshop every week and are given thorough inspections so that any worn parts can be identified and replaced. This work is additional to the usual servicing and any interim failures that drivers report. Mike admits that the bills are often high when operating older vehicles but he is not fighting depreciation on the same scale as those with more modern vehicles. He also proudly points out the company's impeccable safety record which shows nothing more than three minor infringements and no prohibitions.



The company competes aggressively for tenders but not commercial services.

The company has survived through the toughest of times recently seen in Coventry. It has maintained its status as a coach operation and by competing only for tendered bus work has not had to engage in bus wars with other operators. Buyout attempts from large groups were also resisted and it would now seem that there is considerable potential for profitable growth in the area. Mike is insistent that the quality of operation should be improved and this underlies the company's commitment to training to raise skill levels, develop overall professionalism, improve customer care relationships and build a better reputation for the industry in the eyes of the customer.

By Martin Cole.

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IVECO 49.10, 1989 G reg, Robin Hood body, 21 high back seats, soft trim interior, power door, Eberspacher heater, MoT Sept '95

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RENAULT MASTER T35D wheelchair accessible, 1989 F reg, diesel, 5 speed, 8 seats/3 wheelchairs, rear lift, side steps £4,950 + VAT

338/176/FC

DAF MB200 1983 Y

Paramount 3500, 51 recliners, rear continental door & sunken toilet, curtains, Peage window, Telma, Splitter gearbox, 13 months test, low miles, service history from new, very smart coach

Offers circa

£26,500 + VAT

Tel: 01437 890230

338/238/FC

BUZZLINES

Tel: (01303) 261870

FOR SALE

1985 ROYAL TIGER DOYAN, Recon engine, MoT Aug 96, coffee machine, toilet, 2 televisions and video machine, very good condition

1986 ROYAL TIGER DOYAN, recon engine, recon gearbox — both 15 months old, gear linkage conversion, MoT April 96, coffee machine and toilet £48,000 the pair

1984 DAF SB2300 PLAXTON PARAMOUNT, 49 seater, MoT June 96, recon engine, diff and gearbox, new gear shift cables, latest body moulding — new style front and rear, coffee machine, toilet, television and video, very good condition £32,000 ono

1978 AEC 760 DUPLE DOMINANT, 53 retrimmed seats £2,500

338/165/FC

Choice of 2 nice tourers

1984 DENNIS VAN HOOL ALIZEE, 8.5 metres, private plate, 28 recliners, courier seat, TV & video and servery. MoT'd until April 1996 £24,500 ono + VAT

1989 CAETANO OPTIMO, 18 recliners and large luggage space, 12 month MoT £20,000 ono + VAT

0131 663 1335

338/77/FC

FORECOURT

MERC 608 D 1986, 20 seats service bus, Reeve Burgess conversion..... £5,000 + VAT

LEYLAND CUB 1986, 33 seater £4,000 + VAT

RENAULT MASTER 1993, 16 seater, video/TV fitted £14,000 + VAT

TEL: 01502 716989

338/067/FC



1985 CUB, 32 seater coach. Wadham Stringer, coach-works, 698 Leyland Diesel engine, air doors, PSV MoT, only 100,000 kilometres, ex-inner London Authority, choice of 2..... £4,950

1988 WADHAM STRINGER, 40 seat coach, air door, PSV specification, Perkins 6354 Turbo diesel engine. This vehicle has only covered 18,000 miles, full service history, like new, ex Authority..... £9,450

Tel: 0836 769036, 01869 246514
Evenings 01604 671448

338/738/FC

VOLVO VAN HOOL COACH B58 Reg 1979

Private plates, side Ratcliffe lift, colour white, resprayed — Valeted 1 month ago. Very clean 45 seat, can take up to 10 wheelchairs.

£11,500 ono
(01375) 858049

338/084/FC

1985 TALBOT MINIBUS,

12 seats, taxed and tested

1986 FORD TRANSIT 190,
20 seats, taxed and tested

1985 FORD TRANSIT MINIBUS,
16 seats, taxed and tested

1987 ROVER SHERPA MINIBUS,
16 seats, tested

Telephone:
Keighley

(01535) 611606

338/184/FC

WILSONS COACHES LTD

1990 VOLVO B10M VAN HOOL, 53 reclining seats with rear sunken toilet, drinks, double glazed, wired for video, TV, MoT's 10/96. Three of..... £82,000

1989 VOLVO B10M VAN HOOL, super high, 51/53 reclining seats, centre sunken toilet, water boiler, fridge, wired for TV and video, MoT 3/96..... £77,000

1988 F VOLVO B10M VAN HOOL, 52 reclining seats, rear floor toilet, wired for TV, video, MoT 1/96 £68,000

1986 VOLVO B10M VAN HOOL, 52 reclining seats, rear floor toilet, wired for TV, video, MoT 10/96 £48,000

1984 VOLVO B10M GLT JONCKHEERE P90, 59 seats, fridge, drinks, toilet, retrimmed, engine and gearbox overhauled, wired for TV and video, MoT 3/96 £26,000

Tel: 01555 840249

338/071/FC



1986, 87 DODGE MINIBUS, Northern Counties, fully automatic, service spec, 20 seats + 9 standees, some painted in white, good MoT's. Choice of 10

MARTINS OF CHESHIRE LTD
USED BUS AND COACH DISTRIBUTORS

**WARRINGTON ROAD,
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TEL: 01606 853298 FAX: 01606 854679

338/068/FC

1987 VOLVO B10M Plaxton 3500 Paramount Exec, 51/53 seats, centre toilet, many extras

..... £50,000 + VAT

1990 VOLVO B10M Plaxton 3500 Paramount Exec, 49/53 seats, centre toilet, many extras

..... £80,000 + VAT

1989 DENNIS JAVELIN, Plaxton 3200 Exec, 49 seats, rear toilet, many extras £50,000 + VAT

1990 MERCEDES 811D Plaxton Reeve Burgess Beaver, 25 seats £25,000 + VAT

**Tel: 01630 652424 Day
01630 652780 Night**

Contact Les Jones

338/068/FC

1981 VOLVO B58 PLAXTON SUPREME 4

53 recliners & courier seat, air over leaf, good condition, MoT October 96

£12,500

Tel: (01271) 863819

338/161/FC

MERCEDES AIR-CON 0303

High floor, 49 seats, July '87, easy shift gearbox, centre toilet/boiler. Sold with one year MoT

IMMACULATE

£70,000 + VAT

CRUSADER HOLIDAYS

01255 425453

338/078/FC

1981 W BEDFORD YMT DOM II, 53 retrimmed seats, POD, MoT, September 1996

..... **VGC £4500**

1981 W BEDFORD YMT PLAXTON, 53 retrimmed seats, MoT March 1996 **ALL WHITE £4500**

1979 T BEDFORD YMT DOM II, 53 retrimmed seats Sept 1995, Grant doors, MoT November 1996 **ALL WHITE £3900**

1976 LEYLAND NATIONAL, 52 seats, MoT July '96 **£3000**

1976 R LEYLAND LEO-PARD, 53 retrimmed 1990 semi-auto, MoT May '96 **£3000**

1986 D BEDFORD CF 250, 12 seats, dormobile conv, MoT December 1996 **£2500**

ALL VEHICLES FULLY SERVICED AND IN DAILY USE WITH FULL SERVICE AND INSPECTION RECORDS AVAILABLE AND CAN BE RELEASED IMMEDIATELY.

BRIAN ISAAC COACHES, SWANSEA

01792 701644

**MR ALUN PHILLIPS or
MR DAVID HOWELLS**

338/091/FC

LEYLAND TIGER, 1985 C reg Plaxton 3500 Exec, low driver, 49 vogel seats, rear toilet and continental door, wired for video, MoT March 96

..... **£32,500 + VAT** **ONO VAN HOOL ACRON**, 1982, full executive, ZF, 6 speed, 48 seats, a good clean attractive coach **Offers + VAT**

**Part Exchange Possible
Clayton's of
Leicester Ltd**

0116 2739818

338/192/FC

1984 DAF MB200, private reg, Plaxton 3200, 57 seater, tested Sept '96 **£23,500**

1985 IVECO 60/10, 20 seater, full luxury, tested till April '96 **£4,500**

1988 MERCEDES 609D, 27 seater, full soft trim, tested Jan '97 **£13,500**

1960 AEC 470, 41 seater, Alexander body, tested May '96 **£3,500**

All above in good condition throughout, all + VAT

01773 719278

Notts/Derby

338/189/FC

FOR SALE DUE TO LOSS OF CONTRACT

1988 PP DAF SBR3000 PLAXTON 4000, 72 recliners plus courier, toilet, servery, drinks machine, fridge, TV's, video, radio cassette, PA system, MoT end March '96 £69,000 + VAT

1987 PP DAF SBR3000 BERKHOFF ECLIPSE, 76 recliners plus courier specifications as above, MoT June '96 £65,000 + VAT

1985 PP DAF SBR2300 JONCKHEERE P99, 71 recliners plus courier, specifications as above, MoT May '96 £39,500 + VAT

1984 PP DAF SBR2300 JONCKHEERE P99, 71 recliners plus courier, specifications as above, MoT May '96 £39,500 + VAT

**All in excellent condition
Part ex-considered**

Telephone: 01327 702181

338/179/FC

FORECOURT

NEW YEAR BARGAINS

1984 Bedford YNT Paramount Express 53 seats, resprayed white, MoT 6/96. £13,950
 1981 X Bristol LHS ECW bus with 29 high back seats, 7ft 6in wide, new MoT, fitted with tacho. Much money has been spent on this vehicle, which was one of the last built. £4,550
 1980 PP Leopard 12m Dominant 2, 53 seats, p/doors, MoT 5/96. This is a clean and tidy coach, ready to work. £5,750
 1978 Ford R1114 Dominant 2, 53 tidy seats, sold with new MoT. £2,750
 All + VAT

Tim Jennings, Bristol 0831
 234616 (day) 338/259/FC
 01761 415456 (eve)

WOODS COACHES — SCOTLAND

DENNIS JAVELIN 8.5 METRES 1992 (J), 35 reclining seats, excellent condition, Plaxton 3200 body, radio/cassette, PA, wheeltrims. £72,500 ONO (CONTRACT ALSO AVAILABLE IF WANTED)
 1994 (L) TOYOTA OPTIMO III, 21 seats, radio/cassette, PA, excellent condition. £39,500

01259 751753

338/502/FC

DUE TO FLEET REPLACEMENT THE FOLLOWING VEHICLES ARE FOR SALE FROM THE MIDDLE OF DECEMBER

1985 TRANSIT DORMOBILE, 12 seats with room for 2 wheelchairs + Radcliffe tail lift. £2,450 NEW MoT
 1985 TRANSIT, 14 seater, long test. £1,050
 1986 TRANSIT DORMOBILE, 8 seats + 4 wheelchairs. £2,000
 1985 TRANSIT 2I PETROL, 8 seats, room for 1 wheelchair. £1,650
 1984 BEDFORD, 8 seats, 4 wheelchairs. Radcliffe tail lift. £1,450
 ALL ABOVE VEHICLES LONG OR NEW MoTs, WELL MAINTAINED, CAN BE PAINTED IN OWN COLOURS

01443 683636 (Office hours)
 01443 681449 (Home)

338/97/FC

1989 TOYOTA OPTIMO I

15 reclining seats, 1 table, fridge, drinks, wired for video TV, MoT 10/96, engine, recently overhauled.

£15,000

01555 840 249

338/272/FC

WADDONS

ALGARVE BEDFORD YNV 1987, Executive, air suspension, rear toilet, 51 recliners, curtains, finished in white, excellent throughout. £19,500

ALGARVE BEDFORD YNV 1987, Air suspension, 53 recliners (new moquette), curtains, fantastic condition. £23,500

HP Possible Part Ex Considered

01222 860230
 Eves 01222 888368
 Fax 01222 860231

338/267/FC

DUE TO FLEET UPDATE

G REG'D TALBOT, 14 seats, new test, luxury trim, resprayed diamond white, mint condition £5,000 + VAT

1987 D REG FREIGHT ROVER, 16 seats, Diptac spec, MoT'd, excellent condition £2,200

Andrew Teagle

Tel: 0117 987 3858

338/193/FC

CLASSIFIED

TELEPHONE 01775 711777 FAX 01775 711737

TO ADVERTISE IN NEXT WEEK'S ISSUE RING US NO LATER THAN 2 O'CLOCK TUESDAY

AEC

AEC DUPE DOMINANT I

1976, 57 seater, tested till end of Feb, fully recon engine, fitted with warranty until end of 96. £1,800 recently spent with receipts, requires some panel work but will tidy

£3,500 ono

Tel: (01889) 585352

338/114/AEC

BEDFORD

BEDFORD 500 YMT 1979 (V REG) DUPE DOMINANT II, MoT Oct '96, taxed March/96, recent new seats with seatbelts. £2,600 + VAT. 0181 893 1942.

338/89/BED

1978 BEDFORD YMT PLAXTON SUPREME

Cummins engine conversion, 53 seats, Bristol Dome, radio/PA/cassette, powerdoor, excellent all round condition, only 2 owners since new, MoT March/96

£6,250

Tel: Kings Coaches
 01206 210332

338/39/BED

BEDFORD

1986 BEDFORD 55 seater, 10 months MoT £17,000 + VAT ono Tel: 01974 202495

338/118/BED

1977 BEDFORD DOMINANT II, PP, power steering, power door, 53 seats, T and T until Jan/96. £3,500 ono. Tel: 01246 230819.

338/075/BED

P REG BEDFORD, 53 seater, Duple body, taxed till January, MoT 1 year, grant doors, retarder, good reliable contract vehicle. £1,500 + VAT ono. Tel: 01773 605761.

338/120/BED

BEDFORD YMT, 1977 Plaxton, 53 seats, white, unlettered, no MoT. £1,250 + VAT. Windmill Coaches, Colchester. 01206 210263.

338/080/BED

1986 TRANSIT, 20 seater service bus, good condition for year. New test on sale. £3,750 plus VAT. Tel: 01294 550757 (Scotland).

338/255/BED

BEDFORD YMT

1980 'T' Reg, very good condition, taxed Jan '96, MoT May '96

£3,000 ono

(Due to loss of contact)

Tel: 0181 569 5319

338/503/BED

BEDFORD YMQ 1981 (W), service bus. Fully automatic, 37 + 8 Lex Maxeta body. New gearbox 1994, recon engine and diff Dec 1995. Tax 8/96, test 15/11/96. £5,950 plus VAT. Tel: 01294 550757 (Scotland).

338/254/BED

1973 BEDFORD, 45 seats, clean and tidy, recent recon engine, will retest, very reliable, £1,500 ono. Tel: 01594 833003/834551

338/265/BED

BOVA

1982 BOVA EUROPA

47 seats, taxed and tested

Tel: 01535 611606
 (Keighley)

338/185/BV

1985 BOVA FUTURA, 49 reclining seats, toilet, servery, carpet, curtains, TV, video, radio/PA, Webasto, very good condition, MoT Dec '96, would consider part-ex, finance could be arranged, £38,500 + VAT. Tel: 01668 282070 or 01242 679090.

338/7994/BV

CAETANO

1986 'D' CAETANO OPTIMO

19 seater, tested June '96, very clean and tidy

01226 727769 (day)
 01226 716166 (eves)
 Fax 01226 727607

338/274/CA

DOUBLE DECKER

86 SETRA DOUBLE DECK, 75 seats, 4/4 gearbox, full exec, BLYTHSWOOD MOTORS (GLASGOW). Tel: 0141 221 3165.

338/172/DD

DENNIS

1989 DENNIS JAVELIN ALGARVE, 51 reclining seats, toilet, curtains, carpet, radio/PA, good condition, finance could be arranged, £48,500. Tel: 01668 282070 or 01242 679090.

7995/DE

1988 DENNIS JAVELIN DUPE 320, 53 seats with toilet, MoT'd Aug '96, many new parts £32,000 ONO. Tel: 01495 792900

338/504/DE

Christmas



**The Bus and Coach
Buyer Team**

would like to wish
all their
customers past
and present
a very

*Happy Christmas
and a
Prosperous New Year*

RUSSELL MOON

wishes all his customers
past and present a Merry
Christmas and a Happy
New Year

**(01332) 767676
(0860) 810856**

**AVE
BERKHOF**

The right choice every time

Wish everyone a
Merry Christmas and
Prosperous New Year

01344 861787

EVERYONE AT TDK GLASS FACTORY

would like to wish all
customers a very
Merry Christmas
and a Prosperous
New Year

Tel: (01271) 74444



BOB VALE COACH SALES

would like to take
this opportunity to
wish their
customers a

**Merry
Christmas and
a Prosperous
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Tel: (01494) 716996

SOUTHERN TRIMMERS

wish all their customers
a Merry Christmas and
a Prosperous New Year

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(01443) 710240

**Merry
Christmas &
Happy New Year**

To all customers old and
new from

A. K. CARPETS

The Coach Carpet
Specialists

For prompt,
efficient service

TEL:
(01254) 871879

**A Merry
Christmas and
a Prosperous
New Year to all
our friends and
colleagues in
the industry
from
Pete, Carol
and the
Management at**

the KINGS FERRY
of Cullingham



P.V.S. (Barnsley) Ltd

would like to wish all their customers,
past and present, a Merry Christmas
and a Happy New Year

(01226) 722052

DRIVELINE SPECIALISTS

To all customers old and
new wishing you a very
Merry Christmas and a
prosperous New Year.

Tel: 0161 794 0176

*A Happy Christmas to
all and a
Prosperous 1996 from*

BERNSTEIN ENGINEERING

**Tel: (01923)
239996**

If you're spending

We're open

If not, come and kick a
tyre in '96
**Seasons Greetings
from all at**

NORTH EAST BUS SALES

(01207) 280353

TREVOR WIGLEY AND STAFF

Would like to take
this opportunity to
wish all their
customers a

**MERRY
CHRISTMAS
AND A
PROSPEROUS
NEW YEAR**

**Telephone:
(01226) 723147**

FRANK CHANDLER of CARRIAGEWAYS

wishes all his friends and
customers a joyful Christmas and
a very Prosperous New Year

★★★

The Government are **POSITIVE** that they
MAKE their mind up about seatbelts

**Tel: (01234) 740057 or
(0831) 372763**

AHEAD OF THE REST

would like
to wish all customers past
and present a very Joyful
Christmas and a very
Prosperous New Year

**Tel: (01709) 894804
Fax: (01709) 881561**

Duoflex Limited



Would like to send all of our customers and suppliers
best wishes for Xmas and the New Year

Thank you for your support in 1995

Remember if your interior is inferior we'll make it superior

Tel: (01280) 701366 Fax: (01280) 704799

THE WELSH MINIBUS CENTRE

would like to wish all their customers
past and present a Merry Christmas
and a Prosperous New Year

(01554) 891339

Greetings

J. DUNSMORE

RECOVERY & SALVAGE

would like to wish all their customers past and present a Merry Christmas and a Prosperous New Year

Tel: (01698) 883203

A W GROUP

A.W. Group

Jet House
Station Road
Ratby
Leicester LE6 0JN

Telephone (0116) 238 7741
Facsimile (0116) 238 7128

THE DIRECTORS AND STAFF
OF A.W. GROUP
WISH ALL OUR CUSTOMERS
PAST & PRESENT A VERY
MERRY CHRISTMAS AND LOOK
FORWARD TO BEING OF CONTINUED
SERVICE IN 1996

IVECO BUS

Merry Christmas
and a
Happy New Year
to all our
customers past
and present from

AD COACH
SALES

(01884)
860767/860711
Garage
Or (0836) 345304
Mobile
(01884) 860711
Fax


Wishing customers past
and present a very
MERRY CHRISTMAS
and a
PROSPEROUS NEW YEAR
FROM CHRIS JONES
at
BIRMINGHAM BUS CENTRE
Tel: 0121-415 5111

WRIGHTS TRAINING
SERVICES

would like to wish all
their customers old and
new a Merry Christmas
and a Happy New Year

Tel: (01795)
521054

CONNAUGHT P.S.V.

STEVE PEACH

would like to wish all his
customers, old and new, a
Merry Christmas and a
Prosperous New Year

Tel: (01302) 770863 or
Mobile: (0836) 551020

PS

B SALES LTD

would like to
wish all
customers, past
and present, a
very
Happy Christmas
and a very
Prosperous New
Year

Tel: (01509)
842456

**STEPHENSONS
PSV SALES**

wish all their
customers a
Happy Christmas and
Prosperous New Year

(01702) 541511

**Regal
Coachsales**

would like to wish
everyone a
Merry Christmas and
a Happy New Year

0141 776 3268

**Martins
of Cheshire**

would like to wish all their customers
past & present a Very Happy
Christmas and a Happy New Year

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Cheshire Ltd**

Used Bus and Coach Distributors
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Cheshire CW6 3FX
Tel: 01800 653298 Fax: 01606 854679

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MINIBUS
CONVERSIONS**

Wish all their
customers and suppliers,
past and present a

**MERRY
CHRISTMAS
and a**

**PROSPEROUS
NEW YEAR**

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**Seasonal
Greetings to all
our students.**

**GRAHAM & FRANK
LEWSEY**
(01993) 703481

**RETRO FIT SAFETY
SYSTEMS**

would like to wish all
customers past and present
a very merry Christmas
and a prosperous
New Year

Tel: 01495 769959

Excel Engines & Transmissions

would like to wish all their
customers past and present a

**MERRY CHRISTMAS AND A
PROSPEROUS NEW YEAR**

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FORD

FORD TAXIBUS, 8 + wheelchair, also Tourneo, 14, 15 and 16 available now. **BLYTHSWOOD MOTORS (GLASGOW)**. TEL: 0141 221 3165

337/174/FO

1980 FORD PLAXTON IV R1114 TURBO, 53 seats, good condition, MoT Nov/96, taxed, very good condition, £4,950 ovo. 01709 701717.

337/032/FO

5 - FORD R1114 COACHES for sale due to retirement, large quantity of spares included, for full details Tel: 01555 811211 or 01555 812599.

337/125/FO

1982 FORD R114 DOMINANT IV, 53 seater, P.P. power door, MoT July '96, tax Dec '95, re-panelled etc, 2 years ago, £6,750 + VAT ovo. Tel: Keswick 01768 772138 anytime.

337/183/FO

FORD R152 Plaxton 1981, tested till Oct '96, taxed till May, clean and tidy, £8,250 ONO + VAT. Tel: 01203 403907 (Coventry)

338/199/FO

FREIGHT ROVER

FREIGHT ROVER OWNERS, Isuzu 2.8L conversion engines, now in stock, improve reliability, fuel consumption, performance, starting guaranteed, self fit or fitted in a day from £2,500 + VAT. Boomerang Bus Company, Tel 01684 292108.

IVECO

1986 IVECO 4910

Robin Hood body, 21 seats, reconditioned engine, 10 months MoT

£4,300 + VAT

Tel: (01492) 640814

338/064/IV

JONCKHEERE

1987 VOLVO B10M JONCKHEERE, 51 seats, 12 months MoT, excellent throughout, £60,000 + VAT, also 1986 SCANIA JONCKHEERE, 57 seats, 12 months MoT, excellent throughout, £50,000 + VAT. Contact 0181 4531589

338/263/JK

LEYLAND

1979

LEYLAND LEOPARD 53 SEAT PLAXTON SUPREME IV EXPRESS

Owned from new, good condition, MoT January 20th 1997

£8,500 ovo + VAT

PULHAM'S COACHES
BOURTON-ON-THE-WATER
01451 820369 (Tel)
01451 821721 (Fax)

338/068/BJK

1983 LEYLAND TIGER PLAXTON PARAMOUNT 3500

50 seater, semi-auto, MoT May '96

£18,500 + VAT OVO

Tel: 01247 811099

(N. Ireland)

338/146/LE

LEYLAND

APRIL 1977 LEYLAND

LEOPARD, semi auto, 55 seats, Plaxton Derwent, MoT 10/96 £5,000 OVO

**1976 DUPLE DOMINANT I,
DISMANTLING FOR
SPARES (COMPLETE)**

**JONES MOTOR LOGIN
01437 563277**

338/42/LE

1985 LEYLAND TIGER CARIBBEAN II executive, 48 recliners + courier, radio/PA/video, toilet, hot water boiler, servery, cold box, MoT 27/5/96, taxed, recent replacement engine. £17,250 ovo + VAT. Tel: 01582 460548.

338/140/LE

LEYLAND

1973 NATIONAL, no test..... £1500
1975 NATIONAL, tested July '96, taxed, many Diptac features £4250
1979 LEOPARD, express doors £6750

Tel: 01203 494411

115/LE

1980 DOMINANT II LEYLAND LEOPARD, 50 seats, all white, very good condition, 1 year's MoT, new boot. £6,000 + VAT. Tel: 01677 425203 or mobile 0378 057991.

338/85/LE



260 engine, 53 seater, MoT to January 1997, first class condition
£48,000 ovo

Telephone 01787 460621

338/256/LE



Surplus to requirements

LEYLAND LEOPARD

1980 V Reg

Domi II, 53 seats, taxed, tested May '96, new tyres, batteries, Mikuni heater, very good interior spotless, warm vehicle

£6,500 ovo + VAT

Currently in use, very reliable. Any trial or inspection

**Barry Raybold Travel
Walsall (01922) 31590**

338/247/LE

LEYLAND

Surplus to requirements

LEYLAND LEOPARD

1982 X Reg

Domi IV, 51 semi recliners, power door, double glazed, very warm vehicle. Well shod, taxed, MoT, Bristol dome, very good condition

£10,500 ovo + VAT

Currently in use, very reliable.

Any trial or inspection

**Barry Raybold Travel
Walsall (01922) 31590**

338/246/LE

MERCEDES

MERCEDES BENZ 814

1990, 35 high back seats with armrests, large boot, air door, air suspension, tinted windows, radio/PA, low mileage, 6 months MoT.

For details phone Mick Graves on

**01992 445556 or
0589 445086 (Herts)**

338/168/ME

H REG MERCEDES 709, 25 seater Beaver Service Bus, Diptac spec, MoT Aug/96. £25,750 + VAT. **01407 730204 (Holyhead)**.

338/501/ME

MERCEDES 307

12 seater 'E Reg', Reeve Burgess coach conversion, taxed 11 months, MoT 12 months, immaculate in white.

£6,500 + VAT OVO

**Johnsons Coaches
Worksop
01909 721847 or 720337**

338/269/ME

MIDICOACH

LEYLAND SWIFT REEVES BURGESS, J Reg'd 1991, 37 coach seats, Cummins 6BT engine, large boot, air blowers, vgc. **01362 692202**.

338/7624/MID

MINICOACH

1986 DODGE S56, East Lancs 22/24 seater, 6 cylinder auto, retarder and power steering. **1976 PJK DOMI**, 29 seater, MoT April. £2,300 + VAT, good condition. Tel: 01237 441233 (Devon).

338/90/MIN

MAN

1981 MAN SR280, recent re-trim, MoT Sept/96, £13,000 ovo. **01202 432690**.

338/29/MN

NEOPLAN

MERCEDES SKYLINERS

Due for replacement

1988 E, Auto V10, includes retrim in colour of your choice £79,000

1988 F, Auto V10, includes retrim in colour of your choice £85,000

1990 G, manual V10 £90,000

1990 H, manual V8 twin turbo £109,000

1990 H, manual twin turbo £109,000

1991 H, manual V8 twin turbo £125,000

All can be fitted with Volvo B12 engines on request

Supplied with 9 months MoT and painted in your livery

Prices allow for part exchange

Contact Mike Tratten, David Tratten or Roy Anderson

(01752) 790565

338/7452/NE

MINIBUSES

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338/173/MB

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1989 (G) VOLVO B10M PLAXTON PARAMOUNT 3500, 53 recliners, crew seat, rear sunken toilet, inswing entrance door, radio/tape, wired for video, interior fawn/brown, exterior white, MoT 14/3/96 £75,000

1989 SCANIA K112 PLAXTON PARAMOUNT 4000, 67 recliners, 2 crew seats, toilet, large fridge, Webasto, retarder, double glazed, radio/tape/PA, 4 tables. Interior fawn, exterior white/red/yellow. MoT 8/1/96 £79,500

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1988 VOLVO B10M JONCKHEERE P599, 51 recliners, crew seat, rear sunken toilet, continental door, double glazing, radio/tape, power door, grey interior, exterior mauve/white, MoT 28/4/96 £69,500

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1989 LEYLAND TIGER DUPLE 320, 53 reclining seats, double glazed side windows. Telma retarder. Interior — autumn tint; Exterior — green/black. MoT March 1996

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1987 LAG PANORAMIC, 49 reclining seats, centre sunken toilet, continental door, fridge, boiler, driver's bunk, double glazing, Telma retarder. Interior — grey/red; Exterior — cream/red/blue. MoT December 1996

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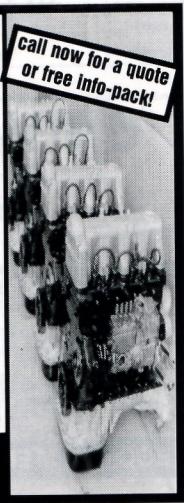
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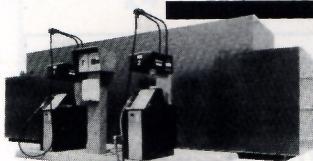


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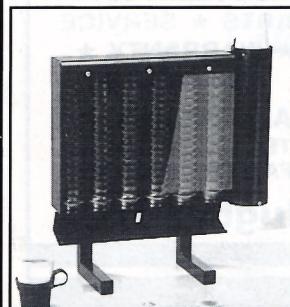
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